

In the ordinary conveniences of life, Rome is not deficient. There was at first some opposition to gas, for such is the fate of all inventions. The good citizens of Dublin were said to be crazy, when they first proposed to adapt gas for lighting the streets, and tried the experiment in by-lane off Capel St. This Irish invention, to which the world is so much indebted, is in full use in Rome; moreover the sanitary state of the city is excellent. We have already enumerated the railways and tele-

moist and very warm, which shows that it was of very recent formation. It is eighteen feet above the level of the water, and twelve miles from the island of Seint.

Rates of Freight.

Destination	Liverpool:	Suez	Dry tonnelads	Falcoe, Pabla, con Bone and Lead beef
London:	30 s.	60 s.	35 s.	20 25c.
The Channel:	7 s.	40 f.	40 f.	25 30c.
Havre:	58 f.	80 f.	40 f.	
Antwerp:	10 f.	60 f.	30 s.	
Hamburg:			25 s.	
Spain				
U. States:			6 s.	
Brazil:				
All with a p. b.				

primage except to France, which is 10 p. b.

3 33

ARRIVALS AND IMPORTS.

October 19.

From London, Aug. 3, Eng. barque "Patriotes" to Götting, with 1200 barrels beer, 35 tons coal and hardware.

13.

From Hamburg, July 25, English barque "Asia" to Hartenlofs, with hardware, liquors and 16,000 pieces

The civil war in America.

From Sessport, July 26, American brig "Wacaman," to O'sheo, with 171,000 feet lumber.

15.
From Rio Janeiro, Oct. 8, British steam-packet "Morsey," with general cargo and 28 passengers.

16.
From Havana, Jan. 15, Spanish gallea "Paco" to Lopez, with 160 pipes *caña* and 7 boxes cigars.

19.
From Montevideo, American stea. "Mississippi," with 135 passengers, 9 sheep and 31 boxes eggs.

From Montevideo, Brazilian stea. "Marquez de Olinda."

SAILINGS AND EXPORTS.
October 13.
England, British schooner "Nundeeops."
Cudiz, Spanish barque "Victoria."
England, Brit. brig "Flying Cloud."
Palmagua, Italian schooner "Nueva Diana."

14.
Rio Janeiro, French mail steamer "Saintonge," with mails and passengers.

16.
Antwerp, Belgian b-g "Do Ruyster."
Montevideo, American stea. "Mississippi" with passengers.

17.
New York, American ship "Benjamin Aymar" in ballast.
Encusenda, British steamer "Esplador."
Up the River, Dutch brig "Joan Jacob" in ballast.
Up the River, American brig "Ada" in ballast.
Foreign ports, British bark "Adventure" in ballast.
Asuncion, Paraguayan saca. "Salto de Guayra."

18.
Havre, French ship "Uracine."
Foreign Ports, Bremen bk. "Orion" in ballast.
Foreign Ports, British bark "Liriope" in ballast.
Spain, Spanish brig "Nuevo Martin."
N. York, American ship "Benjamin Aymar."
Montevideo, British war steamer "Oberon."

19.
Uruguay, British brig "Wilton"

VARIETIES

A Peep into the Office of the London "Times."—A French tourist, who has visited the office of the *Thunders*, furnishes some interesting items respecting the internal economy of that vast establishment that we have not before seen mentioned. Adjoining the editorial room—which is large, well-lighted, and fitted up with desks comprising every convenience for writing—is a dining-room for editors, and the archive room, where are stored all the files of the "*Times*" since its foundation. Next to the archive-room are the proof-readers' rooms, where are hundreds of dictionaries and encyclopedias in all languages and relating to all subjects. A dozen proof-

A SOUTHERN COMPLIMENT TO THE

SPRIN INSURE.—No Southerner but feels that the sixty-ninth maintained the old reputation of Irish valour, on the wrong side through misguidance, and not through treachery to the old cause; and not one of us but feels that the day must come when a true understanding of the principle at issue will range their fearless hearts in line with their brethren of the South. All honour to the sixty-ninth, even in its error.—*Memphis (Tenn) Argus.*

The Oil-cells of North America.—Numerous letters affirm the great value of the oil-springs lately discovered in the United States and Canada. The question as to the duration of their yield remains to be set tled, but it seems probable that, owing to the extent of the regions in which they are found, the supply will last many years, and the

The Oil-wells of North America—

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COM — The earliest mention of a

is said to be in 1345, but it was probably known for the purposes of transport long before. The citizens of London used it in the reign of Edward I for every ship load that passed under the arches of old London Bridge, paid the toll of sixpence to the corporation. The middle classes were the first to appreciate its value, but the nobility whose mansions were in the pleasant suburbs of Holborn and the Strand regarded it as a nuisance, and complained loudly of the smoke. In 1361 a Commission of Inquiry was instituted, and followed by a proclamation forbidding the use of sea coal within the city of London. The effect of the prohibitory measure was but temporary. Fifty pounds were paid from the Exchequer in 1309 to several, "soo merchants" for providing coal for the wood for the coronation of Edward I. The price of coal in the reign of Edward III. was six shillings and fourpence a chaldron.—*Our English Home.*

EXPORTATION OF COTTON FROM LIVERPOOL, to NEW YORK.—Last year no less than 15,000 bales of Surat cotton were sent from Liverpool to North America, *via* New York. Such a occurrence, is we believe, unprecedented.

—[The Russian journals announce that a remarkable geological phenomenon has just occurred in the Caspian Sea, an island having risen from the waters near Baku, on the western coast. The captain of the schooner "Turkmen," who first discovered it states that, except the upper crust

SAILINGS AND EXPORTS

October 13.
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Cudiz, Spanish barque "Victoria."
England, Brit. bg. "Flying Cloud."
Palagones, Italian schooner "Nueva Diana."
14.
Rio Janeiro, French mail steamer "Santalogo," with mails and passengers.
16.
Antwerp, Belgian b.g. "Do Ruyster."
Montevideo, American stea. "Mississippi" with passengers.
17.
New York, American ship "Benjamin Aymer" in ballast.
Eusemada, British steamer "Espigador."
Up the River, Dutch brig "Joan Jacob" in ballast.
Up the River, American brig "Ada" in ballast.
Foreign ports, British bark "Adventure" in ballast.
Asuncion, Paraguayan saca. "Salto de Guayra."
18.
Havre, French ship "Racine."
Foreign Ports, Bremen bk. "Orion" in ballast.
Foreign Ports, British bark "Liriope" in ballast.
Spain, Spanish brig "Nuevo Martin."
N. York, American ship "Benjamin Aymer."
Montevideo, British war steamer "Oberon."
19.
Uruguay, British brig "Wilton"

Rates of Freight

	Stred lides	Hydr.	Tallor P-Bias	ton bones and feet on weight of 40c. ton ash	gal.
Liverpool	30 s.	50 s.	55 s.	50 55c.	.....
London	40 s.	70 s.	45 s.	55 30c.	.....
The Channel	40 s.	70 s.	45 s.	46 s.	.....
Marseilles	50 s.	80 s.	40 s.	46 s.	.....
Alger	50 s.	80 s.	40 s.	46 s.	.....
Avr	50 s.	80 s.	40 s.	46 s.	.....
Hamburg	50 s.	80 s.	40 s.	46 s.	.....
Genoa	50 s.	80 s.	40 s.	46 s.	.....
Spain	50 s.	80 s.	40 s.	46 s.	.....
U. States	50 s.	80 s.	40 s.	46 s.	.....
Bavaria	50 s.	80 s.	40 s.	46 s.	.....
Russia	50 s.	80 s.	40 s.	46 s.	.....
Scandin.	50 s.	80 s.	40 s.	46 s.	

At all of 7 1/2 pinnings except to France, which is 10 p. 0.

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From Montevideo, American stea.
"Mississippi" with 51 passengers and
cargo.

14.
From Seaport, July 26, American
brig "Wacamean," to O'shee, with
171,000 feet lumber.

15.
From Rio Janeiro, Oct. 5, British
steam-packet "Morsey," with general
cargo and 28 passengers.

16.
From Havanna, Jan. 15, Spanish
goletta "Paco" to Lopez, with 160
pipes *cacha* and 7 boxes-cigars.

19.
From Montevideo, American stea.
"Mississippi," with 135 passengers, 9
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From Montevideo, Brazilian stea.
"Marquez de Olinda."

SAHLEMS AND EXPORTS.

October 13.
England, British schooner "Nun-
doeps."

Cudiz, Spanish barque "Victoria."

England, Brit. bg. "Flying Cloud."

Palmages, Italian schooner "Nuo-
va Diana."

14.
Rio Janeiro, French mail steamer
"Sautange," with mails and passen-
gers.

16.
Antwerp, Belgian b.g. "Do Ruyter."
Montevideo, American stea. "Mis-
sissippi" with passengers.

17.
New York, American ship "Benja-
min Ayman" in ballast.

Eusemada, British steamer "Espia-
dor."

Up the River, Dutch brig "Joan
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